

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Previously Presented) An exhaust purifying apparatus for an internal combustion engine on a vehicle, the apparatus comprising:

a regeneration control section, wherein the regeneration control section controls regeneration of an exhaust purification catalyst through heating control, in which fuel is supplied to the exhaust purification catalyst, thereby increasing a bed temperature of the catalyst; and

a determining section that determines whether the vehicle is driving downhill, wherein the regeneration control section suspends the heating control when the determining section determines that the vehicle is driving downhill, and

wherein the regeneration control section suspends the heating control only when the determining section continuously determines for a predetermined period that the vehicle is driving downhill.

2. (Previously Presented) The apparatus according to claim 1, wherein the determining section determines that the vehicle is driving downhill when the amount of fuel injected by a fuel injection valve of the engine is equal to or less than a predetermined amount and the vehicle speed is equal to or greater than a predetermined speed.

3. (Previously Presented) The apparatus according to claim 2, wherein the determining section determines that the amount of fuel injected by the fuel injection valve is equal to or less than the predetermined amount when fuel cutoff control, in which fuel injection by the fuel injection valve is suspended, is being executed.

4. (Canceled)

5. (Previously Presented) The apparatus according to claim 1, wherein, while the

heating control is suspended due to determination of the determining section that the vehicle is driving downhill, the regeneration control section resumes the heating control if the determining section determines that the vehicle is not driving downhill.

6. (Previously Presented) The apparatus according to claim 5, wherein the regeneration control section resumes the heating control only when the determining section continuously determines for a predetermined period that the vehicle is not driving downhill.

7. (Currently Amended) ~~The apparatus according to claim 1,~~ An exhaust purifying apparatus for an internal combustion engine on a vehicle, the apparatus comprising:
a regeneration control section, wherein the regeneration control section controls regeneration of an exhaust purification catalyst through heating control, in which fuel is supplied to the exhaust purification catalyst, thereby increasing a bed temperature of the catalyst; and
a determining section that determines whether the vehicle is driving downhill,
wherein the regeneration control section suspends the heating control when the determining section determines that the vehicle is driving downhill,
wherein the regeneration control section suspends the heating control only when the determining section continuously determines for a predetermined period that the vehicle is driving downhill, and
wherein the heating control includes first heating control, in which the amount of fuel supplied to the exhaust purification catalyst is relatively small, and second heating control, in which the amount of fuel supplied to the exhaust purification catalyst is relatively large, wherein the regeneration control section suspends at least the second heating control when the determining section determines that the vehicle is driving downhill.

8. (Previously Presented) An exhaust purifying method for an internal combustion engine on a vehicle, the method comprising:
supplying fuel to an exhaust purification catalyst to increase a bed temperature of the catalyst, thereby regenerating the exhaust purification catalyst;
determining whether the vehicle is driving downhill; and
suspending the supply of fuel to the exhaust purification catalyst when the vehicle is

determined to be driving downhill,

wherein the supply of fuel to the exhaust purification catalyst is suspended only when the vehicle is continuously determined for a predetermined period to be driving downhill.